



Legislation in the interest of wheelers is a prominent feature of the deliberations of state assemblies. The legislature of New Jersey, having made a good start in behalf of improved roads, has passed a bill imposing severe penalties on persons convicted of placing glass, nails and other terrors of the pneumatic tire on public highways. The question of taxing bicycle owners has also been taken up by the legislature. A similar measure is pending in Maryland. In that state it is proposed to assess bicycle owners \$2 per annum, the money to be devoted to the improvement of state roads. The legislative measure which attracts almost national interest is the bill classifying bicycles as baggage pending in the New York legislature. The bill requires railroads to carry a passenger's bicycle on the same terms as his trunk. It has received the approval of one branch of the legislature, and a lively battle between the wheelers and the railroads is certain before the measure is enforced as law.

While the New York bill appears favorably disposed toward the bicycle-baggage idea, western railroads take the opposite view, and have put forth a bicycle schedule in the form of a sliding one. The basis of the charges for the wheel is "the same as for fifty pounds of excess baggage. The wheel first of lower coupon is the stub, and is not understood that it is not baggage, in the view of the railroad; neither is it excess baggage, although some may think so. To begin with, the passenger must pay 25 cents to start his wheel, and he must have a ticket for it just the same as if it were a passenger. This is in progression with the nickel-a-mile rule. For example, if the fare is between \$1.21 and \$1.35 the charge for the wheel is 20 cents. If the wheel owner has a nickel-a-mile ticket for \$1.35 for himself it will cost him 65 cents for his wheel. Having paid \$2.01 fare, his wheel fare will be \$1.25, or a \$83.36 ticket the wheel charge will be \$1.10.

The ticket issued after the wheel is delivered to the baggage agent is a coupon affixed especially designed for the use. The first or lower coupon is the stub, and is kept by the baggage agent. The second or middle coupon supplies his identification when he calls to reclaim his property. The other coupon is attached to the wheel itself and is an exact duplicate of the one held by the owner.

BIKING IN LONDON.

Thoughts of wheelers on the thoroughfares of the metropolis. Any morning that is favorable it is worth one's while to turn off Piccadilly into Hyde park, writes the London correspondent of the Times-Herald. There is always crowd enough to get the best of the view, and it is a scene of interest. The southern stretch of the Ring road, a considerable part of which skirts the so-called Serpentine, is the exercising course of the lady riders of bicycles. Formerly Battersea park was the chosen resort of the female Etons, the selection being made because of the park's remoteness from the haunts of fashionable idlers, and therefore admirably suited to sensitive ladies who do not care to have members of their own world look on at their parties. The wheelers' exclusiveness was impractical, and they waddled under the notice and falls were not infrequent. But as "all sorts" gathered there, the necessity of resurfacing their exclusiveness was imperative. It is more select divinites of the wheel. Finally a concession was secured by which the sacred precincts of Hyde park could be in the hands of the same old-fashioned idlers, and designated as the course for biking in the forenoon hours. At first the spectators were only chance passers, or those attracted by the unusual appearance of park riders and loungers. By degrees the interest extended until now it is quite a fashionable employment to go to the park and watch the morning riding.

This morning (March 14), the spectacle was uncommonly animated, and it was springing, it being the first since the advent of spring that coupled serene skies and warm south breeze, the number of light-colored overcoats and wraps lending a gaiety to the riders and spectators that was quite in the spirit of a festive occasion. Along the walks there were young women occupying a position where the road enters the main drive. There were driving up and down the course of the bicyclists were those who pretended to be occupied with their own concerns, but were anxious to see what attracted the attention of the world. You have but to stroll along the walk from the east to the west limits of the park to perceive that there is something in this mutual concourse. The smart walking gowns of young and middle-aged, pretty and not pretty women; the brightly proper dresses of the young and young men; the presence of dowagers and gentlemen who look like retired army officers; the surge of just-appearing laughter informs you conclusively that these easy people of good form are out quite as much as you are to make up your mind to see that this is a charming, ungarbled informal frolic reception, in which the bicyclists take the place of the old-fashioned idlers, and as the riders glide by (many a young and pretty face and trim figure) the eye communicates a sense of pleasure to the mind, and there is a delightful freedom from vulgarity at one extreme or indelicacy at the other in the habits of these genteel London lady-bikers. I could not but mentally contrast this interesting and refined exhibition in Hyde park with one I witnessed in the Bois de Boulogne an afternoon in last September. The women rode by, singly or in groups, wearing tight-fitting trousers, of thin material, that stopped at the knee or just below, the stockings being almost invariably tightly drawn silk, so tight in some instances as to be transparent, and the loose blouses were often so much open at the throat as to suggest a stage costume. Now and then a woman, came a woman in baggy trousers, and more infrequently a woman wearing a skirt and jacket, but the main impression one gets in Paris is that the majority of the lady riders of bicycles are coquettes who have just the art of being seductive and are now trying to keep up their revenues by entrapping bachelors. The English women I have seen hardly an exception—still firmly, yet easily erect, and though they smile rapidly enough, they pedal without violence, and never look one to suppose they are actuated by a fear that they will not arrive in time to hear the lucca bell. Nor do you get the idea that these riders along the Ring road of Hyde park are especially in need of being subjected to a process of civilization.

One who has loitered for an hour in Lincoln park watching the infinite variety of

separates it is an ordinary skirt, cut so cleverly as to hang wrinkleless. In reality, it is divided into two parts, the skirt is easy to mount and dismount in, and one that looks better than the common skirt.

London tailors are making a special feature of bicycle costumes, which are to be seen in several styles and quite complete, from cap to gaiters. Some are made in rough tweed with a plain collar, and the gaiters being of the latter. The skirts have a deep inverted pleat on one side, with three straps keeping it in place when not on the cycle, and the skirt is held in place by a strap to keep it down. Some are bound, others have a band of lining only. There are three styles of coats: an open one, a riding coat, and a long one, and all are made to close when necessary.

This arrangement is often desired when riding, and the tailors are doing their best to give the full knicker-bocker and the deep bespoken jacket, with a skirt if required, that takes off in a moment and falls up neatly. Great attention is paid to ease and comfort, so well as to appearance.

The quadrille cloths are to make the cycling gaiters, and the demand for them is so great for the moment the one thing that is selling most to the wholesale houses, which means that they will be spread through the length and breadth of the land. The retail shops are minute green and blue tartans.

The majority of city riders wear narrow skirts, reaching to the ankles, and the bodices are long enough to touch the saddle. Some of them are worn with waistcoats, a collar and tie, and many riders have done a sporting hat. Next best hats or Tam O'Shanter cover the head, and well-fitting Oxford shoes and high gaiters finish the outfit of the cyclist.

Now that the plate of holding the state meet has been settled, we may reasonably expect to see the debut of the cycling geographers making preparations to take the Capital City by storm, and wake the fossil up down the Ring road. The cycling geographers are exactly the same as those of the Lincoln club. It would be a good plan to have a meeting of the two clubs, and make them with the word Omaha, in such a way that the people will not have a chance to get the two clubs mixed.

OMAHA, April 8.—The Sporting Editor of the Bee: I endeavor you herewith the report of the Omaha cycling club, which was made the first run of the season, despite the claim of our friends, who held the honor of last Sunday's issue, their run not taking place until the day following. The following members participated: W. E. Reid, R. L. Huntley, F. S. McCormick, J. W. Hillis, J. W. Griffith, L. O. Rhodes, W. D. Staley, B. C. Fowler, H. Bruner, C. M. Hayes, G. W. Lillie, and J. W. Lillie. Last Tuesday's run was postponed on account of the inclement weather. The next regular meeting will be held on Tuesday evening, April 14, at the Millard hotel, where a room has been donated by Mr. March. The following the run on Tuesday evening next, April 14, at the Millard hotel, where a room has been donated by Mr. March. The following the run on Tuesday evening next, April 14, at the Millard hotel, where a room has been donated by Mr. March.

Whisperings of the Wheel. The annual meet of the Nebraska division, League of American Wheelmen, will be held in Lincoln, July 3 and 4. This was settled at a meeting of the board of officers in the city of Lincoln, Nebraska, on Tuesday, April 8, at the Millard hotel, where a room has been donated by Mr. March. The following the run on Tuesday evening next, April 14, at the Millard hotel, where a room has been donated by Mr. March.

NOTES AND NEWS.

Various Matters of Interest to the Wheeling Multitude. Business cleans well and evaporates quickly. It may seem paradoxical, but it is none the less true, that the bicycle makes the fat man thin and the thin man fat.

Always keep the tires well inflated, and when oiling the machine be very careful not to drop any oil on the rubber.

Samples of folding bicycles are being tested by the Russian and Prussian army authorities, and it is reported that if they prove satisfactory the latter country will order several thousand of them.

Ladies who are just beginning to ride should dismount and walk up the hills; the walk for a short distance after having seen on the wheel for a mile or two will be found refreshing, and they will feel more like continuing the trip at the top.

Bicycles for messenger service in London are much more widely employed than in this country. The telegraph companies there use 2,450 bicycles, and the London messenger service in London and 13,350 in England.

The bicycle clubs of Little Falls and Herkimer, N. Y., have hit upon a novel plan to get the best of the view, and it is a scene of interest. The southern stretch of the Ring road, a considerable part of which skirts the so-called Serpentine, is the exercising course of the lady riders of bicycles.

THE TOURIST WHEELMEN.

Notwithstanding the threatening rain last Sunday evening the Tourist Wheelmen gathered on the Ring road, and the bright parts of their machines and donned their riding habits and as the hour approached for the signal to "mount wheels," the familiar sound of the bugle in the hands of W. H. Fetter who now occupies that position, was heard, and once reminded the boys that the riding season of 1896 was no longer something to be looked forward to, but was a reality. The boys started out in a body, and in a few minutes the Tourist Wheelmen were on their way. The boys started out in a body, and in a few minutes the Tourist Wheelmen were on their way.

THE BICYCLE IS A POWERFUL FACTOR IN THE BUSINESS WORLD.

The bicycle is a powerful factor in the business world, as evidenced by the introduction of the bicycle into the retail stores. The department store without its bicycle department is the exception this year. The machine shown vary from the acknowledged high-grade, light-weight, rubber-tired, and selling at that figure, to the brazen-tired, cast-iron affair which sells for \$37.95. There is about the same relative merit in the machines as there is in the price ratio. The machine selling at some figure below \$40 is as undesirable as a white elephant, and as dear at any price. Certain machines, however, are worthy of a purchaser, but to obtain the value of your money you must give up more of it than is asked by the department stores for their high-grade, full ball-bearing cranks.

The bicycle rider who thinks he is a fast man simply because he has the handle-bar of his machine dropped away down, has toe-clips attached to his rat-rail pedals, and wearing a perpetually inflated tire, and on his face, travels in the same class with the ostrich, which, scolding danger, buries its head in the sand.

At their regular monthly business meeting held in the club rooms Tuesday evening last, the Omaha Wheelmen discussed the following officers for the coming year: J. L. Livesey, president; F. H. Siefken, vice president; G. L. Light, secretary; G. W. Johnston, treasurer, and F. E. McCormack, captain.

The Tourist Wheelmen made their first run of the season last Sunday, Bennington being their destination, and about twenty of the boys turned out, everybody seemed to enjoy the trip, the roads being in excellent shape, and the weather all that could be desired.

The Omaha Guards Wheel club, under command of Lieutenant A. P. Cone, enjoyed their first run of the season, in fact about their first experience in cycling, under this name. Many of the members belong to different cycling clubs in the city and have considerable experience in the game, but a number of this organization are this season's riders, and were pretty good enough to make minor repairs in case of accident. The young woman of a Pacific village very likely will learn to ride by taking a few lessons out of sight under the guidance of an accommodating teacher. The only point which to relate is that any woman who wishes to learn to ride and can get a wheel can do so.

Dr. Dickinson has the view of the matter that ninety-nine riders out of every 100, both men and women, die either openly or in secret, but many do not practice what they would preach if they told the truth, being fearful of criticism. A woman cannot ride a diamond-frame wheel in a man's wheel, the stumps and all round best wheel, if she wears a dress skirt. But if she cannot bring her feet enough to make minor repairs in case of accident, there are patents, which are the best. The patent skirts, which have pulleys and are a mass of wrinkles upon the wheel are hideous. The best skirt falls a little below the knees, and when the rider is mounted, does not show a superfluous fold. The Ladies is an excellent model. To all ap-

THE BAD BOY'S TRICK.

Story of Miscalcinated Laundry that Provoked a Domestic Row. "Say, you ain't got no padded ponies, are you?" asked Clinton of the druggist, as he rushed into the store last Thursday morning.

"Two lots of porous plasters, my boy, but they're not padded. What's the matter, anyhows?"

"No, there ain't no one sick, but I expect I'll get a hikin' when I go home this afternoon. I've been riding on 'em, and I want to be prepared to meet 'em half way."

"What have you been doing now, playing hooky?"

"Worse than that. Say, you know Mr. Delaney, who runs the boarding house next to us, don't you?"

"Do you mean that big man that weighs about 225 pounds?"

"That's him. Well, he sends his clothes to the laundry, and so does pa, and when me and Jimmy Delaney were playing marbles yesterday afternoon in front of the house, along comes the laundryman. He had a bundle for Mr. Delaney and one for pa, and as pa was up at the missionary meeting and Jimmy Delaney was down town, buying a new hat for Easter, we took the bundles. Me and Jimmy thought we'd have some fun with pa, so we changed the slips on the packages. When pa was riding home last night, he found his shirts, and he said, 'What's the matter with these shirts? They ain't mine, but they're mine.' He said he'd bought some tickets for the show, and he'd give me a quarter if I'd stay at home and look after Elvina and Walter, while he and ma went to the show. He said he'd give me a quarter if I'd stay at home and look after Elvina and Walter, while he and ma went to the show. He said he'd give me a quarter if I'd stay at home and look after Elvina and Walter, while he and ma went to the show.



One bicycle dealer says the wheels he sells are far superior to any made. Another is positive that the wheels he handles cannot be duplicated by any other firm on earth. Another firm knows to a dead certainty that no other firm can or ever will make such an extraordinary fine wheel as the one he sells—and so it goes—the one this fellow sells is always a "little better than the ones the other fellows sell."

For several reasons we've been making a specialty of the Union—as our leader—perhaps you've heard of it. We know it's as good a wheel as the other fellow's sell—perhaps not—at any rate we've never had a complaint—and know they give entire satisfaction. We also know there are others who handle first-class, high-grade wheels besides ours. The three strong points in the Union are: "Strength, durability and unbreakability." The Union is built regardless of cost, of the best material, having unbounded faith the strong wheel will triumph. We believe a careful inspection will convince you that the "Union" is unquestionably the wheel you will prefer.

A. L. DEANE & CO.  
J. J. Deright, Mgr.  
The largest wheel house in Omaha. Sole agents for Nebraska for Union, National and Napoleon Bicycles.  
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Bicycles

The most complete line in the city is to be seen at the NEBRASKA CYCLE CO'S Store, Cor. 15th and Harney

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We don't wait for the "first of the month" to have a cash sale at reduced prices, but we have one every day.

\$75.00 buys you a BELVIDERE with adjustable handle bar and up-to-date construction.  
\$65.00 will buy you a BELVIDERE which has as fine a running gear and bearings as any \$100 wheel in the city of Omaha.

Our line of Children's Wheels is Especially Complete \$25.00 will buy you a boys' or girls' wheel with pneumatic tire and wood rim.

GEORGE E. MICKEL, Manager. PHONE 1663. We have the best riding school in this city. Ladies taught FREE

A GOOD BICYCLE

You will find at ALVA J. GROVER'S

MATHEMATICAL and SURVEYING Instruments, ENGINEERS' and ARCHITECTS' Supplies, BICYCLES and Lubricating Graphite. MEASURING TAPES below bed rock prices. GRIP IRON RINGS, Level, 35¢ and upward. A COMPETENT CIVIL ENGINEER on short notice to make surveys and estimate of district irrigation enterprises. MAP MAKING AND BLUE PRINTING a specialty. Largest glass and only pneumatic frame in the state. THREE CLEAR RESIDENCE lots for sale, one fronting Hanson Park, two one block south of Hanson Park. I have the sole agency for the following bicycles.

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That's the wheel you'll buy. If we had the space we could give all the strong points of this great wheel—but it would take columns to do it. Come in or send for our new catalogue—it gives all the points as to the construction of the wheel. If you will take the time to look the wheel over—we'll gain a customer.

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This material was used on The Omaha Bee and is in fairly good condition. Will be sold cheap in bulk or in quantities to suit purchasers. Apply in person or by mail, to

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The most complete and handsome line of high and medium grade wheels carried in the city is that of F. M. Russell, 313 South Fifteenth street. His show rooms are models of neatness and in connection with his immense stock of gas and electric fixtures presents an appearance that a visit must be made to his store in order to appreciate the fine line of wheels he has. He has the largest and best equipped free riding school in the state, with competent and courteous instructors in attendance.

Washington Star: A lady of this city, who is far more particular about her husband's appearance than he is, was surveying him with evident disapproval.

"What is the matter?" he inquired.

"That is all right," she replied, "but only three weeks ago you looked like you had slept in it."

"I have," he replied, "candidly; I wore it to church."

Marvelous Results. From a letter written by Rev. J. Gundersen of Diamond, Mich., we are permitted to make this extract: "I have no hesitation in recommending the King's New Discovery, as the results were most marvelous in the case of my wife. While I was pastor of the Baptist church at Hyea Junction she was attacked with rheumatism, succeeding her grippe. Terrible paroxysms of coughing would last hours with little interruption and it was a relief to her to be connected with me. A friend recommended Dr. King's New Discovery; it was quick in its work and highly satisfactory in results." Trial bottles free by mail. Dr. King's New Discovery, Regular size 50¢ and \$1.00.